ANNEX FF
AIRCRAFT INCIDENTS

I. SITUATION AND ASSUMPTIONS

A. Kentucky has 5 commercial airports, 59 public airports, 2 military airports at Ft. Campbell and Ft. Knox, and numerous private airports. The airport in Louisville is a hub for United Parcel Service. The airport in Northern Kentucky is a hub for Delta and DHS. Lexington, Owensboro, and Paducah airports provide commercial passenger service. Other airports in Kentucky serve a mixture of private, military, and commercial flights. The airfield at Ft. Campbell is also an alternate landing field for the space shuttle. At all of these fields aircraft accidents resulting in serious injury to one or more individuals can take place on the ground, while landing, and while taking off. Aircraft may also crash adjacent to or a distance from an airfield due to pilot error, mid air collision, aircraft failure or a terrorist act.

B. First response to an aircraft accident is the responsibility of the jurisdiction in which the accident takes place. Aircraft incidents at military or commercial airports are generally the responsibility of the airport owner. Crashes off site are the responsibility of the affected local government.

C. When responding to an aircraft accident, emergency personnel are confronted with a multitude of problems such as suppressing fires, rescuing and providing emergency first aid to survivors, establishing mortuary facilities for victims, detecting the presence of explosive or radioactive materials, providing crash site security, crowd and traffic control, and protection of evidence.

D. The Federal Aviation Administration (FAA) has regulatory jurisdiction over aircraft operational safety and aircraft worthiness. The National Transportation Safety Board (NTSB) investigates all aircraft crashes that involve a fatality and publishes reports on their findings.

E. The military in certain cases can have jurisdiction over a crash involving one of their aircraft, depending on the mission of the flight.

F. All response will use the National Incident Management System (see Appendix A-7).

II. MISSION

To save lives, protect property and secure the incident scene for those who will investigate the incident.

III. DIRECTION AND CONTROL

The National Incident Management System (NIMS) will be used at any site managed by State personnel (see Appendix A-7). Depending on the incident, the Incident

Commander may be from local, state or the federal government. The search for the injured will initially be at the site of the aircraft or its wreckage. If there is a possibility of persons having parachuted or been thrown clear of the immediate incident site, the search area will be expanded.

IV. CONCEPT OF OPERATIONS

A. While primary response in any aircraft incident is to save lives and suppress fires, military aircraft can pose threats not found with civilian aircraft, namely the presence of explosives. Before entering the scene of a military crash responding personnel will first survey the area for possible explosives.

B. All responding personnel to the aircraft incident should;

1. Use care in approaching the wreckage by vehicle, particularly if the approach is along the crash path, as survivors may have been thrown out or ejected.

2. If military aircraft are involved, stay clear of the front and rear of externally carried tanks or pods. These may contain missiles or rockets whose explosive wake is hazardous. Never disturb armament thrown clear of the aircraft as it may explode. Information on response to nuclear weapons is contained in Annex I and Appendix Q-1.

C. Rescue of the living is the first concern. Search will be visual and by voice.

D. A triage station to handle the injured will be set up a safe distance from the aircraft (see Annex M).

E. If necessary secure a helicopter landing area for medical evacuation (see Annex M).

F. All of the victims who are dead will be left in place until their removal is authorized by the Coroner (see Annex M). Bodies and parts may be covered by sheets until removal.

G. All debris from the crash scene will be left in place, unless it has to be moved for rescue operations, until its removal is authorized by NTSB. Each and every piece of the aircraft, its location, and its exact position is important to investigators in determining the sequence of events, causes of the accident, and how individuals were injured or killed. Lessons learned from each accident are used to prevent future aircraft accidents from like causes, and to improve aircraft and equipment design. No part, no matter how small, should be disturbed, for even instrument readings, control positions, and injury patterns can be determined from smashed equipment. Every effort should be made to prevent souvenir hunting, as a small component is often a key factor (remember crash debris is government or private property and should be treated as such). Even marks on the ground are important clues, so entry and movement of people and

vehicles into the incident scene should be held to a minimum for this reason.

H. The aircraft incident response area will be divided into three zones: Hot, Warm and Cold. The Hot area is the area in which aircraft parts and or bodies are located. The Warm area is the working area for those responding to the incident. The Cold area is the area beyond the outer security ring.

I. In no case should any ammunition, missiles, rockets, or bombs be handled by other than qualified ordnance disposal personnel.

J. While not likely on a passenger commercial flight, hazardous materials as cargo may be present at the incident scene. First responders should use the same safety procedures, as are used in approaching any undocumented cargo.

K. Public information will be coordinated as set forth in Annex E.

L. Federal support, if made available will operate under the National Response Plan.